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SUPPLEMENT TO  
REPORT NO.

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a second storage building of the same size was erected, but was not completed by the end of the period of reference, and was to be put into operation in 1950. There were also about 9 other storage sheds, each about 30 meters long, within the harbor area, part of them new, and others repaired. There were also workshops and other service plants.

5. A crane workshop was erected on the northern portion of the quay for the repair or construction of cranes. Ten to twelve traveling gantry cranes were in operation by the end of November 1949. They were designed to permit 2 railroad tracks (Soviet gauge) to run between the tracks of the cranes. Cranes available included: 2 x 45-ton US cranes, 2 x 17-ton German cranes plus 3 other 4-ton cranes. (2)
6. The quay had first-class rail connection (Soviet gauge). Spur tracks run along the quays and between the storage buildings. The spur-track system was also expanded. There were connections with the Riga freight station. Road connections were also very good. New concrete roads were erected in the harbor area running along the quay and between the storage buildings. The entire harbor district was surrounded by a high board fence with watch towers. Armed harbor police acted as guards at the gates. Harbor operation was in the hands of a Soviet naval officer. The harbor administration and the management of the new construction of the harbor were under different authorities, and as a result there were continuous quarrels about competence.
7. Up to November 1949 most of the reconstruction work was done by German PWs, who were gradually replaced by Ukrainian drafted workers (men and women). In November 1949 all PWs had been withdrawn. About 300 civilian workers were employed in discharging vessels, working in 2 or 3 shifts.
8. Two to four vessels per week, up to the size of 3,000 GRT, were handled. At first they were loaded beside a temporary pier. In 1946 and 1947 Soviet vessels carrying so-called dismantled goods from the Soviet Zone of Germany were practically the only ones who arrived there. Later Finnish, Danish, and Swedish ships, carrying food-stuffs, sugar, potash, and machinery also visited the port occasionally, but the majority were still Soviet vessels. Most of the vessels left in ballast. Only small quantities of cement, building materials and fertilizers were shipped. The vessels used to stay in harbor about three or four days. Traffic may be termed "moderate". (3)
9. Warships were only seen taking on provisions beside the cold-storage building. No detailed description was given. In August and September 1949, three or four railroad trains carrying motorboats were directed to the Export Harbor. One of the trains carried 23 and another 30 motorboats of the same type, each stowed on a four-axle car. The motorboats, which arrived with the respective naval personnel, were to be stationed at the mouth of the Duena River. (4)

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Comments.

- (1) The Export Harbor is the most efficient and most up-to-date harbor of Riga.
- (2) Because of the new construction the Export Harbor has regained its former efficiency. Storage space has been considerably increased by the new large storage buildings.

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- (3) There is no normal freight traffic in Riga, with most goods imported and only a very few exported. It is inferred from these observations that the harbor capacity is by far not fully exploited.
- (4) These motorboats, size about 30 tons, are only small coastal patrol boats. The naval base of Riga is located in Bolderaa near Duenamuende, where the boats will probably be stationed.

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Legend:

- 1 Duena River (Dvina)
- 2 Airfield
- 3 Cement factory
- 4 Export Harbor
- 5 Cold-storage building
- 6 New "American" sheds
- 7 Power station
- 8 Undetermined
- 9 Grain silo
- 10 Town district of Riga
- 11 Dead branch of Duena River

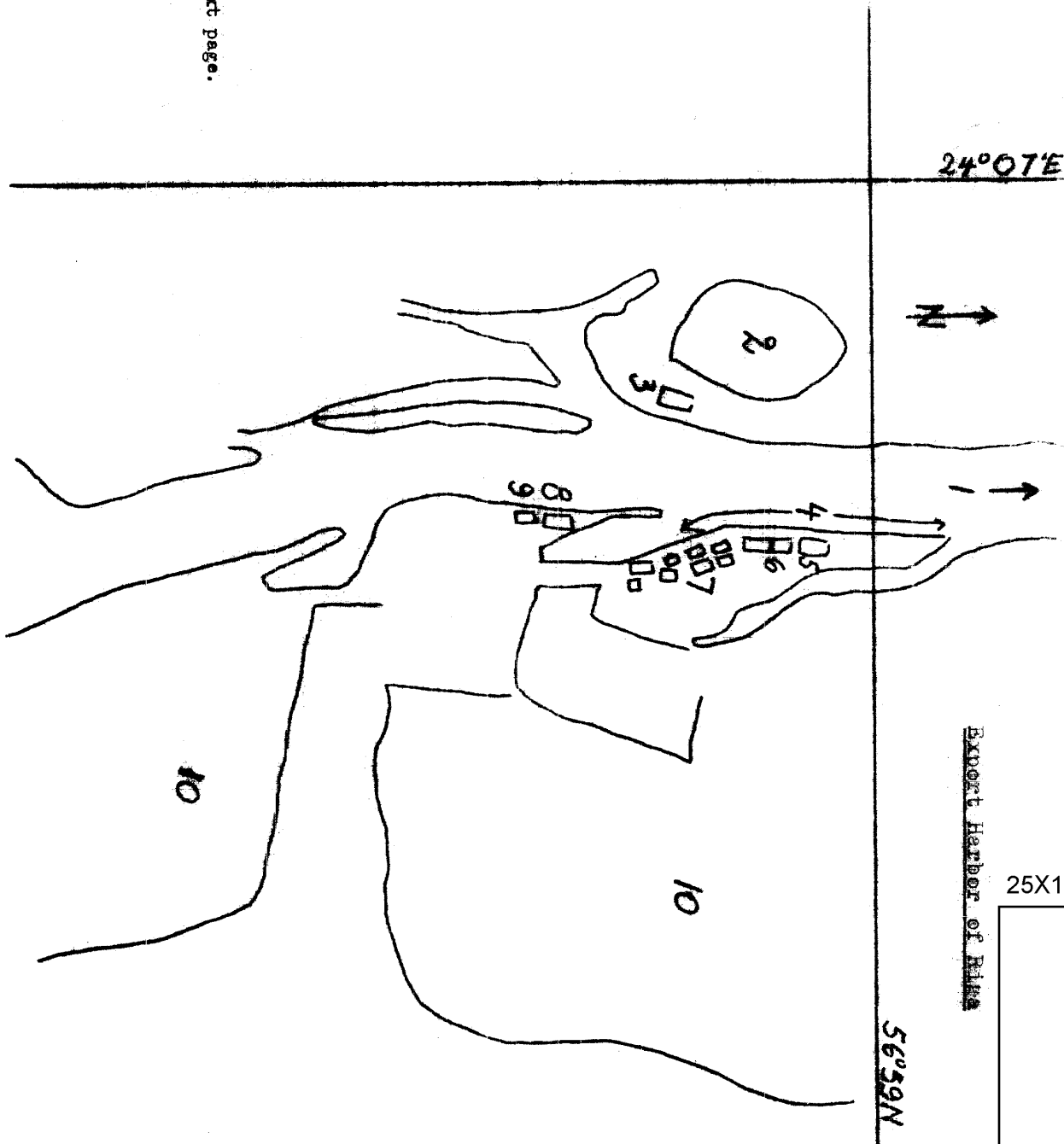
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